New-York Daily Times.

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New-York Daily Times.

LATEST INTELLIGENCE.

By Telegraph to the New-York Daily Times.

FROM WASHINGTON.

The Remaining Steam Frigates.

WASHINGTON, Monday, Oct. 30.

The contract for the construction of the machinery of the remaining steam frigates has been awarded to ARCHBALD, DELANY & Co., of Richmond, Va.

The Frigate Constitution—The President's Health, &c.

Special Correspondence of the N. Y. Daily Times.

WASHINGTON, Saturday, Oct. 28, 1854.

Secretary DOBBIN has, at last, finished the award of contracts for the construction of the engines and machinery of the six steam frigates now building for the United States Navy. The contract for the engines of the monster ship, the *Niagara*, is awarded to FRASE & MURPHY, of the Fulton Ironworks, in New-York City, who will doubtless add not a little, by the execution of this contract, to the excellent reputation they have already achieved. A number of the best establishments in New-York were among the bidders for this work; but FRASE & MURPHY presented plans fully equal to any in design, at the same time that they proved their entire competency to do the work in a creditable manner, and were among the lowest bidders. If they succeed—as no doubt they will—in furnishing the *Niagara* with machinery that shall stand the practical test of our service, their fortunes will have been made.

It will be remembered that two of these frigates are building at Norfolk. The lowest bidders for engines for one of these were Messrs. ARCHBALD & Co., of Richmond, Va.; gentlemen of large capital, and possessing an establishment second to none in the country in point of *material*, although with little or no experience in building marine engines. At the same time, they have as Superintendent of their works a gentleman of large experience in New-York first class shops, and who possesses the entire confidence of those to whom the Secretary referred for advice in the premises. In view of their admirable equipment for business; their large responsibility; their evident ambition to succeed; and the fact that their bid was considerably lower than any other, Mr. DOBBIN awarded a contract to ARCHBALD & Co., for one of the Norfolk ships. They then offered to duplicate the machinery under their contract, and place the engines in the second Norfolk ship, at a price many thousand dollars lower than any other bid. After mature deliberation the Secretary, this morning, decided in favor of this proposition, so that ARCHBALD & Co. will construct the engines for both of the Norfolk ships. If they fail it will cost the contractors a fortune in money, while it will ruin them in reputation. But of their failing the Secretary does not believe there is a possibility.

These awards have given Mr. DOBBIN a great deal of trouble. With an earnest desire to do that which is right, and so make his administration of the Navy Department efficient, wise and popular,—and with numerous applicants for contracts, each presenting strong claims to consideration, and each offering plans of engines worthy of trial, it has been no easy matter to decide between the bidders. But I am well satisfied he has acted with great impartiality, and with an eye single to the public good; and there are strong reasons for the conviction that the results will vindicate his judgment. Certain it is, that all the contractors are men of responsibility; that the responsibility of success or failure rests imperatively upon their own shoulders, and that the most thorough spirit of rivalry exists between them all. We have now MERRICK & Son, of Philadelphia; the West Point Foundry, New-York; PEASE & MURPHY, New-York; ARCHBALD & Co., of Richmond, and Chief-Engineer MARVIN, of the Navy, with a Government machine shop, all pitted against each other. It remains to be seen who is to carry off the palm of victory.

Minister WHEELER, of Nicaragua, left the city yesterday. The *Princeton* awaits him at Norfolk, and will sail with him the moment he reports himself there, and ready to proceed to Pensacola, where he takes the sloop-of-war *Columbia* for San Juan. Let me once more contradict the outlandish story that any other naval force than the *Columbia* is going to San Juan—there is no truth in it. The ...ence *Independence* has no "sealed orders" to go to that place, but will proceed direct to the Pacific, touching, perhaps, at a South American port.

The President's health, I regret to say, has been quite bad of late, having suffered from remittent fever. Although not entirely confined to the house, he looks poorly. The fact is that the White House is badly located, and cannot be occupied with safety during those seasons of the year when chills and fevers are rife. This results from the fact that the site of the Executive Mansion affords a natural and convenient resting place for the miasmatic exhalations arising from the low-grounds near the river, and from the Potomac flats. Congress ought, without delay, furnish the President a summer retreat on the heights of Georgetown, where he can retire from the pestilential miasma during his hours of repose. The lives of the highest citizen who fancies his residence in Washington, swelter (if he can such a situation (relatively to the river marsh,) as that occupied by the White House. Why then should we compel the President to live where a due regard for his health, as a private citizen, would prevent his location?

Letters received here from California this morning, have filled the friends of Dr. GWIN with strong hopes of his reelection to the United States Senate. Few men have been more abused than the Doctor; but California has never yet given her favor to a more worthy or her political sagacity as him will in returning GWIN to the place he has filled with such signal success; nor can she in any other way extend a regardlessness of her own interests so pointedly as she would by attempting to exclude him with any other—for replacer him who cannot.

S.

Arrest of a Kidnapper at Worcester—Great Excitement.

WORCESTER, Monday, Oct. 30.

ABEL O. BUTMAN, the notorious Kidnapper of THOMAS SIMS and ANTHONY BURNS, was discovered "hooked" at the American House, in this city, yesterday, and was immediately posted throughout the city. In the evening a vigilance committee of citizens surrounded the hotel and watched BUTMAN's movements. He flourished a pistol at them and threatened to use it, whereupon a warrant was issued, and he was immediately arrested and the Sheriff brought before the Police Court charged with carrying concealed weapons.

The case was postponed two weeks, and he was required to give bonds for his appearance. A large and excited crowd gathered around the Court room, and it becoming evident that BUTMAN's life was in danger, Mr. Gen. P. HAMMOND, Secretary of the venerable SAMUEL HOAR, who was driven out of South Carolina, appealed to the crowd to let the kidnapper go in safety out of the city. The crowd gave way, and BUTMAN, accompanied by a strong guard, went to the depot, followed by the populace, where the colored men fell upon him, and would undoubtedly have taken his life but for the interference of Martin Stowell, James A. Howland, Mr. Rice, Rev. W. Higginson and Stephen S. Foster, all Abolitionists.

BUTMAN was hustled into a carriage, accompanied by Mr. HIGGINSON, and thus escaped with his life. Mr. HIGGINSON was considerably cut by the missiles thrown at the carriage, and BUTMAN was pelted with rotten eggs and stones, and was kicked and beaten almost to death. He promised never to visit Worcester again, and probably will not. He is now out of harm's way.

The Weather at the East.

BOSTON, Monday, Oct. 30.

The weather to-day has been exceedingly unpleasant. The city is now, (7 P. M.) enveloped in a dense fog. Considerable rain has fallen at intervals during the day.

The Case of S. T. Beals in Philadelphia.

PHILADELPHIA, Monday, Oct. 30.

DAVID PAUL BROWN, counsel for BEALS, the dentist, filed to-day fifteen reasons for a new trial; among others, that the verdict was against the law and the evidence—that the Jury was prejudiced by irrelevant statements, and did not find their verdict on the evidence adduced before the Court—that they indulged in liquor during the trial, and that some of the Jury declared that their minds were made up before hearing the evidence. The argument of the counsel will commence on Friday next, before the Court *in banco*.

The Body of a Colored Man Found in a Box.

PHILADELPHIA, Monday, Oct. 30.

This afternoon, the dead body of a colored man was detected in a box that had been shipped by Adams' Express. The box was directed to a druggist in New-Haven, and it is supposed it was intended for the Medical University, as a subject for dissection.

Yellow Fever in the South, &c.

BALTIMORE, Monday, Oct. 30.

New-Orleans papers of Tuesday last are received.

The total number of deaths in that city during the week was 247, including 108 from Yellow Fever.

There were no deaths in Charleston from any cause on Friday last.

Intelligence from Tampa Bay to the 20th inst. mention that the Indians were perfectly quiet. BILLY BOWLEGS had visited Fort Washington.

The frigate *Columbia* was at Pensacola on the 22th inst.

Commercial Embarrassment.

BALTIMORE, Monday, Oct. 30.

Messrs. HAMILTON & SON—an extensive dry goods house in this city—announce this morning that owing to the failure of other houses, and the stringency of the money market, they have to ask an extension from holders of their paper, but hope eventually to meet all their obligations.

Announcement of Hambleton & Son.

BALTIMORE, Monday, Oct. 30.

Messrs. HAMBLETON & Son announced this morning that they had made arrangements to meet all their liabilities, and that they would continue their business as heretofore.

The Sackets Harbor Bank.

BUFFALO, Monday, Oct. 30.

The suspension of E. G. MERRICK & Co. does not affect the Sackets Harbor Bank of this city, MERRICK having resigned the Presidency before his suspension.

The Creditors of P. B. Manchester.

CINCINNATI, Monday, Oct. 30.

The creditors of P. B. MANCHESTER met to-day, and a *pro rata* dividend of five cents on the dollar was declared by them.

☞ The wet and extremely foggy weather which has prevailed for a day or two past, has pretty nearly suspended telegraphic communication. Most of the lines yesterday were unable to work, and none worked well.

LATER FROM HAVANA.

Arrival of the Empire City—Loading of Steamer—Government Proceedings—Miscellaneous Intelligence, &c., &c.

The United States Mail steamship *Empire City*, H. WIDDLE commanding, arrived here this morning. She left New-Orleans the 20th, with the California mails and passengers, and arrived at Havana 23d inst. Landed Havana mails and passengers the same day; 24th, after having transferred the California mails and passengers to the United States Mail steamship *Falcon*, Capt. A. G. GRAY, bound to Aspinwall, left Havana. The U. S. Mail steamship *Philadelphia*, Capt. McGOWAN, arrived at Havana the 24th, and was to sail the same day for New-Orleans, with the California mails and passengers from the *Falcon* from Aspinwall. The *Falcon* was to leave Havana for Aspinwall the next day.

When the *Empire City* left Havana, two schooners had just arrived with the passengers from the steamship *Isabel*, which they reported had been wrecked somewhere near Key West. *No lives had been lost, but could get no further particulars.*

Just after leaving the harbor, passed the bark *White Sea* standing in. The *Empire City* experienced strong gales and a heavy sea from the northeast during the whole passage from Havana.

Died, on board steamship *Falcon* on her passage from Havana (which place she left on the 10th Oct.,) for Aspinwall, HENRY GOODYEAR. Also, on the return passage, on the 19th Oct., JAMES COOK, late of California.

Purser FULTS *has our thanks for favors.*

The following letter from our Correspondent gives all the intelligence of interest by this arrival:

HAVANA, Monday, Oct. 23, 1854.

The person or persons who murdered the notorious CASTAÑEDA have not been found. Several assassinations of the same character, and of persons active in denunciation and prosecution of all suspected of patriotism, in the past years, have been reported from the country, but not confirmed. The *resolements* on account of the recent outrage upon the General corrage of CESPEDES have ceased.

Three cargoes of negroes have been recently landed upon the Island of Cuba—two on the south and one on the north side—about 1,250 in all. Two of the vessels burned—one, Spanish, got to sea without observation, for another part of the island.

There has been complete removal of the police officials of the city and reorganization of that department with fresh material. The "Civil Guards" have substituted a better personel and a less expensive body called the "Municipal Guards," under orders of the Captain General, 17th instant. Peace at Gilmar, on the 9th, in honor of General CONCHA, and the 10th in honor of the Queen: A framed picture of Her Majesty, with a procession and escort passed through the streets. At Guanabacoa, the CONCHA feasts were celebrated the 14th, 15th and 16th; the General received by the people evening of the 14th, and entertained with dramatic performances at the rooms of the "Society of Instruction," without any casualty to deplore.

The two men taken from the *Black Warrior* last trip from New-York as they were taking passage for New-Orleans, *will be soon released, as there is* no offence embodied as against them; one, by the name of MONTERO, was a naturalized citizen of the United States and resident of New-Orleans.

The Special ship of the line *Soberano*, that left this port some time since (27th August) for Cadiz, with discharged and mutined soldiers, was dismasted at sea, and has put into the harbor of Guantanamo, south side, what part of the island. Particulars not given.

Our new Collector, HORATIO CONTE, assumed the duties of his office on the 16th inst. The hauling of the Falcon, for Aspinwall, at which port she took on board mails and passengers the same day; 24th, after having transferred the California mails and passengers to the United States Mail steamship *Falcon*, Capt. A. G. GRAY, bound to Aspinwall, left Havana. The U. S. Mail steamship *Philadelphia*, Capt. McGOWAN, arrived at Havana the 24th, and was to sail the same day for New-Orleans, with the California mails and passengers from the *Falcon* from Aspinwall. The *Falcon* was to leave Havana for Aspinwall the next day.

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FOUR DAYS LATER FROM EUROPE

ARRIVAL OF THE PACIFIC.

SEBASTOPOL NOT TAKEN.

NEWS FROM THE CRIMEA—NOTHING.

THE BALTIC FLEETS TO RETURN.

SUBSCRIPTIONS FOR THE WOUNDED.

Commercial Embarrassments.

FAILURES IN IRELAND.

Sir Edward Belcher Court-Martialed.

FUNERAL OF ST. ARNAUD.

IMPEACHMENT OF THE DARBY MINISTRY.

THE CHINESE INSURRECTION.

THE JAPAN EXPEDITION.

The Expedition Against Sitka.

The United States Mail steamer *Pacific*, from Liverpool 9 o'clock morning of Wednesday, the 18th, arrived at New-York Monday morning, the 30th.

The *City of Manchester*, from Philadelphia, arrives at Liverpool on the morning of the 14th, after a run of 12 days 12½ hours, mean time.

The clipper ship *Red Jacket* arrived in the Mersey on the morning of Sunday, the 15th, with advices from Melbourne of August 4, having accomplished the return trip in 73½ days, notwithstanding having lost some time in the ice. The *Red Jacket* made the run out, from the Mersey to the anchorage at Melbourne, in 69½ days, thus completing the voyage from Liverpool to Australia and back in 5 months and 11 days, being the most rapid voyage ever made. On the voyage out, her average day's work was 305½ miles,—the smallest progress 50 miles, and her greatest 400 miles in 24 hours. On her return, average speed was 253,—smallest day's run 21 miles, greatest 376 miles. The *Red Jacket* brought 45,000 ounces of gold and 20,000 sovereigns. She reports the *Lightning* and *Courageous* clippers arrived out. The *Golding Star* also arrived at Liverpool with 50,000 ounces of gold and Melbourne dates of July 25.

The Cunard steamer *Arabia* arrived off Holyhead at noon, and at Liverpool at 7 o'clock, evening of Saturday, the 14th,—bringing no news whatever of the unfortunate *Arctic*.

The Canadian mail steamer *Ottawa* arrived at Liverpool 5.15 P. M. of the 16th,—also without intelligence of the *Arctic*.

The following notice was posted in the Underwriters' rooms at Liverpool:

"The Royal Mail steamer *Canada*, spoken on on the morning of the 5th instant by the steamer *Arabia*, made great exertions to communicate with the latter, but the only word heard was "saved." She then telegraphed the *Arctic*'s number and several other signals, but the vessels were by this time too far apart for them to be made out."

The arrival of the *Hermann* was looked for with anxiety, in the hope that she might be the bearer of gratifying news.

Liverpool Cotton market was firm, with stiffer prices; Breadstuffs considerably advanced. Large failures had occurred in Ireland in the corn and provision trade.

THE WAR.

Sebastopol Not Taken.

The news from the Crimea is,—nothing! A multitude of private letters, telegraphic dispatches, and revivals of old news is found in the English and Continental papers, but none of these state that Sebastopol is taken, nor that the allies have made much progress towards taking it.

Lord RAGLAN's latest dispatches say that he expected to "open fire" in a few days, and private letters add that an attack on the outworks was fixed for the 9th instant. MENSCHIKOFF kept the field, to the northward of Sebastopol. The position of the allies was strong and easily defensible against an attack from the landward. The allied extreme right leans on the slope of the mountains east of Balaklava, which run down like immense Walls to Alonshia. The body of the right wing is at Kamara, and outposts are posted on the Black River. The centre occupies the roads leading from Kadikoi to Sebastopol, and from Bobshisseral to Balaklava. The body of the left wing is at Karani; the outposts at Khutor. The allies' siege artillery, with 60,000 gabions, fascines and piles, have been disembarked, and have mostly reached the camp. MENSCHIKOFF has 100 field guns with his army. On the 4th a cannonade took place between some English steamers and the quarantine fort at Odessa—nothing resulted. Russia continues to amass troops upon the Austrian frontier, but has scarcely a regiment on the Prussian. The inference is plain—the Czar at length distrusts Austria, and has an arrangement with Prussia. Confirmatory of this supposition, rumor at Vienna says that a secret treaty actually does exist between Russia and Prussia with respect to the Turkish war, in which treaty Russia strictly lays down the limits within which Prussia may make Cabinet alliance with the German powers.

In the crowd of so called "dispatches," the following are the only ones that indicate any progress in the operations:

VIENNA, Monday, Oct. 16, Evening.

Lord RAGLAN *has written to* OMER PACHA *that the regular siege of Sebastopol would begin on the 9th instant, and he thought the fortress would be taken in ten days.*

VIENNA, Tuesday, Oct. 17.

It is reported from Constantinople 5th, that the Russians, 20,000 strong, under MENSCHIKOFF, have been again beaten; and that the southern heights (of Sebastopol) are taken. The surrender of the city is looked for between the 13th and 16th instant.

Against these set the following, received from Berlin:

ST. PETERSBURG, Sunday, Oct. 15.

Nothing of importance had been undertaken against Sebastopol to 9th October, being last advices.

The Russians seem fully determined to defend the Crimea, even should Sebastopol fall. As a proof of the importance attached to the defence, it is currently given out in Russia that the Grand Duke CONSTANTINE will himself take command of the southern army. The question is discussed with much earnestness as to the possibility of reinforcements reaching MENSCHIKOFF, so as to enable him to assume the offensive in the field against the Allies and compel them to raise the siege. The Russians have already 30,000 men entrenched at Bakshisseral as a nucleus for the expected reinforcements, and their army of the Crimea will be, by the middle of October, in a position to operate with 60,000 men in the field by aid of the fortified garrison, which numbers 30,000,—the total Russian force being then 90,000 men.

To meet this force the Allies have, at the present moment, at rest and on shore, an equal number—that is to say, 60,000 men, and they are momentarily bringing up reinforcements; having, of course, the free command of the sea. Eight thousand additional Turks are under orders to embark from Varna, and the Egyptian extra contingent of 7,000 will proceed direct from Alexandria to the Crimea. The Russians will thus be outnumbered, and as the Allies have siege artillery—for which 500,000 shot and shell are already landed—and all arms of warfare, there is every probability that Sebastopol will fall; and, perhaps speedily. But it by no means follows that its fall will end the war. Turkey is well nigh exhausted of recruits; France, it is true, has still 150,000 men to spare; England has not a single regiment, unless she brings forward her sepoys from India. Russia, on the contrary, has immense reserves, and may protract the war indefinitely.

LATEST INTELLIGENCE.

Ten thousand additional troops are to be instantly forwarded from the camp near Marseilles to the Crimea. One thousand French marines are, at the same time, to be sent to Greece.

Trade at Marseilles is very dull.

There is a report that two thousand Russians who made a sortie from Sebastopol, were badly beaten. No date mentioned. Intercepted letters of MENSCHIKOFF's say that the city cannot hold out. [Doubtful.]

Last week the report was that SCHAMYL was beaten—this week that he is victorious. Possibly no battle has been fought.

Constantinople letters state, that to the 4th inst., stormy weather had prevented the embarkation of the Turkish reserves for the Crimea.

A Russian dispatch, will Vienna, says that the French General CANROBERT, after having changed his point of attack, and made every disposition for the service of the siege, ordered that the Russian outposts should be driven in, on the 10th, to the main wall before Akhtear, and that the construction of batteries should be immediately commenced.

The Danube.

The Turkish army is ready to second the operations of the allies, and we again hear that OMER PACHA is preparing to assume the offensive in Bessarabia. It is supposed that his operations will commence on three points, the Pruth, the Dobrudscha, and the sea.

The Baltic.

There can now be little doubt that the Baltic fleets will return home, without attempting any further operations. All the smaller English steamers have already left, and the whole of the French fleet is on its way to France. The English sailing fleet, under Admiral PENAUD, was in Kiel Bay. Admiral MARTIN, with a small steam squadron, was among the Aland Islands, and in the Gulf of Bothnia. A squadron, under Captain WATSON was cruising off the Gulf of Finland, Riga, and Courland. Sir CHARLES NAPIER, with the screw line-of-battle ships, had gone to take a last look of the Russian ships at Helsingfors.

HAMBURG, Oct. 16.—Admiral PARSEVAL DESCHENES has quitted Kiel on his return to France, with the *Inflexible*, the *Austerlitz*, and two steam frigates.

"There is every certainty that immediate steps will be taken for putting an end to the indirect traffic with Russia carried on through Prussian ports.

Sebastopol.

MARSEILLES, Oct. 16.—Each ship of the allied fleets is to furnish a company of Marines and eight guns, making a total of 200 guns, to assist in the siege and assault.

Cholera.

The deaths from Cholera in London last week only amounted to 249.

COURT MARTIALS were held at Sheerness yesterday on Captain M'CLURE, Captain KELLETT, and Commander RICHARDS, for the abandonment of their ships while engaged in the Arctic expedition. They were acquitted. Sir E. BELCHER was also tried, but the result is not yet known.

The deputation of officers sent by the English Government to represent our army at the funeral of Marshal DE ST. ARNAUD, consisted of Lieutenant General Sir HARRY SMITH with his aides-de-camp, Col. TARLTON and Col. HOLDITCH, sent to represent the Queen, and Lord ARTHUR HAY, sent to represent Lord HARDINGE, Commander-in-Chief. The English Ambassador from Paris was one of the pall-bearers.

Latest from the Seat of War—Recent Movements of the Contestants.

From the London Times, Oct. 20.

No additional intelligence has yet been received from the seat of war to relieve the anxiety or to satisfy the impatience with which the progress of every successive day is watched and discussed, not only in this country, but throughout Europe and the habitable globe. So it is the unprecedented characteristic of this war and this expedition that the hopes and prayers of mankind are all on one side, and that every people throughout the earth feels and knows that the blows struck by the allied forces against the batteries of Sebastopol are struck for the independence and freedom of the world. Except in the heart of the Muscovite population of Russia, where national pride has been inflamed by ignorance and fanaticism, even the subjects of the CZAR appear to welcome foreign invasion, and to rejoice in the discomfiture of their masters. From the Aland Isles to the Crimea, the inhabitants have not disguised their hatred of the domination under which they were living; and, such was the distrust of the Tartars felt by the Russian Government in the Crimea, that large numbers of them were sent out of the country and forced into the army, while the bulk of the population were deprived of their weapons, and even of their knives. As far as we have come in contact with the territory and the subjects of Russia, we find provinces which conquest and oppression have not yet welded to the mighty mass, and men in whom the love of independence is not extinguished. The more the existence of this struggle is known, the more strongly will disaffection spread; for, incredible as it may seem, when the allied fleets appeared off Eupatoria the very fact of a war was unknown to the population, and the peasantry were seen from the decks of our ships in the undisturbed occupations of their daily life. The great exploits of the last few weeks, however, the defeat of the Russian army, the impending fall of the great Russian fortress, the destruction by the Russians themselves of the vessels which were the messengers of death to Sinope, will speedily be known throughout those remote lands where tradition supplies the want of correspondence, and preserves the memory of gallant deeds by every watchfire in the desert. Wherever that stirring tale of the Battle of the Alma is told, it will kindle a livelier sense of gratitude that *the most overbearing Power in the world* is not the most invulnerable, and that the armies which have threatened to overrun whole quarters of the globe stand, for scarce three hours, upon a hillside, against the infantry and the artillery of England and France. The satisfaction which even the formal and cautious Court of Vienna expressed at that result is common to every nation—to the free by their love of freedom, to the oppressed by their hatred of oppression; and to find any exception to this great outbreak of manly feeling we must search the secret thoughts of some of the German Princes, or the hidden passions of some of the defeated factions in France, whose irritation betrays a sympathy for the cause of Russia which they dare not openly avow.

It is, however, probable that an interval of time which will seem long to us, though it be short in comparison with the difficulties to be surmounted and the end to be accomplished, must still elapse before we receive any decisive intelligence of the progress of the siege. The telegraphic dispatches which reached us in the course of yesterday are chiefly from Russian sources, communicated at Vienna, and they do not add anything of importance to what was already known. The positions which the allied armies occupy generally above which we had already documented by information between the slope of the mountains which skirt the port of Balaklava and the coast immediately south of Sebastopol; and we may add, that the whole coast or undercliff from Balaklava to Alma-tamak is in our power, for it is highly improbable that any Russian detachment should have been left in that narrow tract of country between the Yaila Mountains and the sea, where it would be separated from the main body of the army. Even supposing that ten days have been consumed in the construction of the siege batteries before they open their fire on the place, that period is by no means long. Two siege trains of heavy guns, said to amount in all to 140 pieces, are to be landed from the transports which brought them from Woolwich and Toulon, conveyed for a distance of six or seven miles over a chain of hills, and placed in position. The works required for the erection of such batteries and for the protection of the troops must be considerable, even if the dry and rocky nature of the soil does not altogether obstruct the excavation of regular approaches and covered ways. In that case, which is the more probable alternative, the engineers will have to rely, as they did at Bomarsund, on artificial materials, such as sacks of earth, gabions, and fascines, all of which have to be transported from the ships. If our readers will recall to mind the number of days spent at Bomarsund in these preliminary operations, and the amount of preparation required before those small batteries of three or four guns each could be opened on the forts there, although those operations were conducted with great spirit and vigor, they will readily perceive that such an enterprise as the siege and bombardment of Sebastopol is not to be begun

Loss of the Arctic—Ceremony on the London Press.

From the London Morning Chronicle.

Another American emigrant ship has been lost under the most appalling circumstances, and with a destruction of human life almost equal to that which the victory of the Alma has cost us. Nearly four hundred Englishmen were stretched at death on the Crimean battle-field; and it is ...ous to be feared that more than three hundred of our fellow-countrymen have found an untimely grave in the inhospitable verges of the Atlantic.

The circumstances of the recent disaster are ...peculiarly fearful; and, so far as we can judge from the confused and imperfect accounts which have reached us, they imply serious blame on the authorities both of the ill-fated ship and of that which caused the disaster. The American mail screw-steamer *Arctic* sustained a collision from the French merchant screw-steamer *Vesta*, off the Banks of Newfoundland, at noon, in a dense fog. The first question which arises is, why, on this momentous and dangerous spot, was such a vessel sounding the fog-bell? At first, it was imagined that the *Vesta* was the most fatally damaged of the two; and so violent was the alarm on board that ...ty-four of the crew and passengers instantly by took to the boats with the intention of finding refuge on board the *Arctic*. The captain of the latter, with a humanity which does him credit, gave his instantaneous attention to the apparently sinking *Vesta*. His efforts were, however, unavailing, and the terrible truth was soon forced upon him, that his own ship was in a hopeless state.

On board the *Arctic*, as it always the case with ...descendants of English blood, the resolute and self-possessed conduct of the captain and officers adds to our maritime annals another instance of self-denying heroism, which at least equals the brilliant displays of courage on the field of battle. Captain LUCE's simple resolve to make his ship's ...fast as he could, whether he lived or died, whether he did not overstrain his duty in devoting the safety offered to his own—was value of the highest order; and though such courage has often been displayed, every new instance demands our admiring sympathy. From the praiseworthy conduct of the officers, and so far as we can judge, of the passengers, we turn to what is always the most painful aspect of these sad events. Even though it were admitted—which we are very far from doing—that no human foresight or precaution could have prevented the collision in the middle of the Atlantic, the question remains, how far was this ill-fated vessel provided with the requisite securities against loss of life? Two ships dash into each other—the one is saved, and the other lost. How is this? So far as we can learn, the *Vesta* was built with her compartments comparatively water-tight, and her captain was at least enabled to gain time to make "the safety partition" more secure. But we hear of no safety compartment on board of the *Arctic*. On this very same Newfoundland coast—and in the same neighborhood, off Cape Race, not a month ago—the *City of Philadelphia* struck; but, being constructed with safety compartments, she contrived, though her bows were stove in, to struggle into St. John's and not a single life was lost.

Another consideration remains. As happens almost invariably on these occasions, the boats of the *Arctic* were either rendered useless by the passengers crowding into them, or they were not available in the moment of necessity. Two boats alone were lowered in safety, and it is believed that they were the means of preserving the lives of fourteen passengers. Another boat was lowered; but the tackle gave way, and she was lost. We regret to be compelled to believe that the crew showed more concern for their own lives than for those of their passengers; and this may indeed be inferred from the too significant fact, that the proportion of those saved was twenty-eight seamen and three officers to fourteen passengers. We hear of a third boat being actually launched without seamen; and the fine boat, capable of containing fifty persons, was left lowered, "there not being sufficient hands on board." It would, perhaps, be premature to pass a definite judgment on this portion of the case, and we shall be glad if the results of further inquiry prove that our suspicions are unfounded. But, at this moment, the conduct of the crew of the *Arctic* contrasts unfavorably with the prompt energy and dispatch exhibited by the men of Newfoundland, headed by their noble-hearted Bishop, Dr. FIELD, whose "Church ship" was the first in its voyage of mercy, in search of the survivors of the *Arctic*; and we trust that her present cruise in the cause of humanity may be blest as her services have been in carrying the Gospel to the shores of Labrador.

The Loss of the Arctic.

From the Liverpool Albion.

The unfortunate loss of the steamer *Arctic* by collision with the *Vesta*, and the melancholy sacrifice of life consequent upon it, is an awful offering up to the great Moloch of the day—upwards of 90 out of every 300 souls on board—and more or less attributable to the go ahead principle, and Captain LUCE and the 300 souls, who, it is feared, perished with the ship are its latest victims. Whether as it be nothing on a mark, running upon shore, or collision with another vessel, the cause of such disaster can be traced to that unreasoning anxiety on the part of shipmasters, almost impossible from their sense of responsibility to others, to which the loss of the Collins' steamer *Pacific* and the *Arctic* are to be attributed. Since the loss of the *Pacific* we have had occasion to remark on the rapidity with which the Collins' steamers have been performing their voyages, and the *Arctic* was no exception to the rule. She left Liverpool on the 27th September, and was due at New-York on the 7th October, having performed the voyage in 10 days. Now, as the distance between Liverpool and the American ports would be greatly extended, as the probabilities of the ship; for gentle and passengers, the means of living to the steamship owner, are both dependent upon the rapidity of the run. The loss, we again repeat, is attributable to the predominant principle of the day, and not to any want of care on the part of Captain LUCE, who is a sensible to this Monarch, it might almost appear that Captain LUCE had a presentiment of some sudden reckoning; for, of the days before leaving Liverpool, he drew, in most vivid colors, the great anxieties of a ship master, more especially of one in command of a steamer. There seems a probability that, had he not been aware of the serious injury the *Arctic* had sustained, by lightening and loading her own, he might have effected a temporary stoppage of the leak, so as to reach Newfoundland, but the extent of the evil appears to have been learned too late. The *Vesta*, which was coming home to Granville from the French fishing Colonies on the south side of Newfoundland, most providentially rendered assistance to St. John's, her captain's assistance on the occasion being exceedingly praiseworthy. The melancholy disaster shows log signals to be absolutely necessary, to give vessels notice of their proximity to each other, and we know of nothing so effectual as a gun; but at a speed of thirteen knots an hour it would require to be too often fired to insure its being heard by a vessel coming at or even speed in a contrary direction. There is no question that some enough can be made on board

The Russian army now drawn up on the Belbek, opposite the Tchernaya, consists of 40,000 strong. It will be immediately reinforced by 20,000 more from the Crimea, and 10,000 from Perekop. Besides these there are 10,000 Turks and 5,000 Tartars, supported by the Fifth Division (Guards and Grenadiers.) They have also the Fourth Division advanced on the right, supported by the Heavy Artillery, 24 and 32 pounders. The Light Division (Prince Gortschakoff) is quite immaterial, as it is a fact that we have so few men to oppose.

PRISONS OF A SOLDIER.

Extract from an Officer dated Balaklava, Sept. 25, 1854.

I left Varna I never felt but once, and that was when a boy at school. Balaklava is a little worse. I left possessed of a native and comfortable watch. I am equal to any three men in the way of appetite. I have slept in my clothes, consisting of cap, coat, shirt, and trousers, for the last month, and have not had my boots off for a fortnight. I scrubbed my face with a towel for the first time yesterday, which was nearly purple-coloured and parboiled. I have not had my hair cut since I left England, and it is now in a state of nature. I have not had a change of linen since I left Varna, and have not washed myself all over since I left England. I have not had a bed to sleep on since I left England. I have not had a roof over my head since I left England. I have not had a change of boots since I left England. I have not had a wash since I left England. I have not had a shave since I left England. I have not had my clothes off since I left England. I have not had a meal at a table since I left England. I have not had a knife and fork since I left England. I have not had a glass of wine since I left England. I have not had a glass of beer since I left England. I have not had a glass of spirits since I left England. I have not had a glass of anything but water since I left England. I have not had a pillow to my head since I left England. I have not had a wink of sleep since I left England. I have not had a single farthing since I left England. I have not had a single halfpenny since I left England. I have not had a single farthing's worth of credit since I left England. I have not had a single farthing's worth of anything since I left England. I have not had a single farthing's worth of anything to eat since I left England. I have not had a single farthing's worth of anything to drink since I left England. I have not had a single farthing's worth of anything to smoke since I left England. I have not had a single farthing's worth of anything to chew since I left England. I have not had a single farthing's worth of anything to take snuff since I left England. I have not had a single farthing's worth of anything to wear since I left England. I have not had a single farthing's worth of anything to read since I left England. I have not had a single farthing's worth of anything to write since I left England. I have not had a single farthing's worth of anything to do since I left England. I have not had a single farthing's worth of anything to say since I left England. I have not had a single farthing's worth of anything to think since I left England. I have not had a single farthing's worth of anything to care since I left England. I have not had a single farthing's worth of anything to hope since I left England. I have not had a single farthing's worth of anything to fear since I left England. I have not had a single farthing's worth of anything to love since I left England. I have not had a single farthing's worth of anything to hate since I left England. I have not had a single farthing's worth of anything to pray since I left England. I have not had a single farthing's worth of anything to curse since I left England. I have not had a single farthing's worth of anything to swear

Mean-Darkening glowing Running Quarter-Inch Rest

New-York Daily Tribune, Tuesday, Oct. 24, 1854.

Miscellaneous.

Arctic Explorations.

Already have we mentioned the last but one Russian steamer, sent out by the Brothers Enderby, to the Arctic Regions, and abandoned his ships, left Captain Castleman with the Emperor, to continue the quest, and, taking to the store-ships sent to his relief, returned to the Aleutian Islands. Further, we mentioned the abandonment of the Lady Franklin, left behind by Captain McClure, in the Investigator, (she remaining the fast, according to the Admiralty. Now that she has been abandoned she is considered lost, and a Northwest passage having been effected, a problem of more interest to science than to commerce, by the Investigator, Captain McClure, in the Arctic Ocean, and returned to England by the Atlantic, and arrived, Commodore Osborn has himself applied for a Court Martial—which, in due course, will be the trial of Sir Edward Belcher.

What is of more importance to the world at large, is the circumstance that, when Cape Court Martials are over, a Court of Inquiry will be held at the Admiralty, in London, to ascertain what actually had been done by the officers in the several Arctic expeditions, to carry out the orders which they respectively received from the British Government (devising the ostensible object of the search, and the private objects, by the appointment of Commodore Osborn, of the Enterprise and Investigator,) for the recent discovery of Sir John Franklin and his followers, and Government Ships by which the search was made. Every thing in relation to the Arctic Regions, and the Esquimaux, is of interest, (who was superseded from his ship, and placed under arrest by Sir Edward Belcher, and was relieved from arrest, immediately after the arrival of Commodore Osborn,) and will be heard with attention by the British Government and people. We suppose that the actual existence of a Northwest passage having been ascertained, a problem of more interest to science than to commerce, by the British Government, will be left to the Admiralty to settle, and that Court will be convened, with intense interest, to hear the testimony of the officers of the several vessels engaged in the search. Parties in England are already speculating on the result of the Court Martial, and the decision will be awaited, with intense interest, by the whole civilized world. We suppose that the actual existence of a Northwest passage having been ascertained, (who was superseded and by whom,) and the fact that the Investigator is now in Baffin's Bay, and can return to England by the Atlantic, will be considered sufficient to form an important portion of the history of Arctic Discovery. We suppose that the actual existence of a Northwest passage having been ascertained,—a problem of more interest to science than to commerce,—the British Government will be relieved from the necessity of sending out any other expedition

FINE ARTS.

MAGNETIC POWDERS.

PERSONAL.

HOUSES, &c. WANTED.

BOARDING.

DRY GOODS.

NEW PUBLICATIONS.

AMUSEMENTS.

New-York Daily Tribune, Tuesday, October 31, 1854.

RAILROADS.

FOR EUROPE.

FOR CALIFORNIA.

FOR THE SOUTH.

HATS AND CAPS.

WATCHES AND JEWELRY.

COAL.

SANDY & ONIG

New-York Daily Tribune, Saturday, October 31, 1857.